

Neighborhood Rainier Beach

Implementor Sound Transit

Matrix C-1.1.5

Activity *Bus Transit Center. Require Metro and Sound Transit to design an attractive, pedestrian-friendly, and well-landscaped facility that fits with the overall character envisioned for South Henderson Street by the Rainier Beach community. Mitigate impacts to*

C-1.1.5: 1 of 1

Sub-Activity Improve Plaza at Henderson and Rainier

**Sub-Act
Comment(s)**

Seattle Parks is partnering with the Seattle School District to construct a place for public gathering. The site is on school district property at the northwest corner of S. Henderson St. and Rainier Ave. S. The project will be built in conjunction with the renovation of the South Shore School, which shares a building with Rainier Beach Community Center and pool.

Jason Wachs
10/18/05

Since August 2002, community representatives have positioned themselves on the South Shore School Design Review Team to assist in creating design concepts for the new school as well as overall site improvements. The plaza at Rainier and Henderson is a focal point in these site improvements.

August 2005:

This project will be constructed in conjunction with the remodel of the South Shore School building. Tom Renstorf of Thomas V. Rengstorf Associates is the landscape architect in charge of designing a plaza which will be located at the southeast corner of the South Shore school building.

A group of citizens has expressed an interest in creating a permanent labyrinth in the plaza; however, funds must be raised in order to accomplish this goal.

Project Budget: \$164,000

Construction Budget: \$140,000

Planning:2002

Design: 2003 - 2004

Construction: Starting September 2005

Completion: 2006

2004 Priority Summary: The Neighborhood District Coordinator (NDC) is working on an art installation/public safety project with the Rainier Beach Merchants Association, Rainier Beach High School, SEED (SE Seattle Arts Council) South Precinct police, Metro, QFC, on the southeast corner of Rainier Ave South and Henderson. Also, Pro Parks funding has been allocated for the northwest corner of the plaza. Working with Seattle School District staff, the Rainier Beach Merchants, Seattle Parks & Recreation staff, and community volunteers on the renovation of the old Southshore Middle School building. In addition, the north side of Henderson between Rainier Ave. S. and Martin Luther King Way S. will have street improvements (pedestrian level lighting, new sidewalks, street trees, etc.) once the station is completed.

Dena Gazin
09/09/04

Should be a part of the guideline applicable to ST developed by ST and the City (LRRP).

John Rahaim
03/03/04

This project has been discussed in conjunction with the renovation of the New School at Rainier and Henderson. Current vision is for a labyrinth of some kind. Money for this plaza was identified through the Parks opportunity Fund-- Neighborhood Stewardship Comments

Dena Gazin
12/17/03

Target Completion 2006/0

Estimated Cost N/A

Status In-Progress

Lead Agency/Contact Sound Transit; No Lead Contact Assigned

Priority Top

Implementor Transportation**Matrix C-2.3.3**

Activity *Mapes/52nd Avenue S Walk. Improve 52nd Avenue S into a safe and attractive pedestrian connection that bisects the Beach Square area. Refer to Figures 13, 14 and 15 in neighborhood plan. It would connect various residential neighborhoods to Rainier Beach's shopping and civic core. Implement the following ideas:*

- *Improve path with benches, lighting, and signage.*
- *Provide clear directional signage to key landmarks and destinations.*
- *Add landscaping that complements the riparian and overgrown segments of the path.*
- *Encourage participation among local businesses.*
- *Tie into improving Fisher/Director Streets.*
- *Tie into Lake Washington Apartments Play area and Community Hall.*

C-2.3.3: 1 of 1**Sub-Activity** Fund and construct pedestrian crosswalk improvements adjacent to Mapes Walkway Henderson Plaza.

Sub-Act Comment(s)	2004 Priority Summary: The Seattle Dept. of Transportation (SDOT) has completed this project.	Dena Gazin 09/09/04
	A marked crosswalk with overhead sign has been installed across Henderson St. at the Mapes Creek Plaza and curb bulb.	Tony Mazzella 02/25/04
	The improvement of Fisher St. and its pedestrian connection across Rainier Ave will be reviewed by the community as soon as the 2nd phase funding is secured. The merchants of Rainier beach are aware of the importance of this vital completion of the Beach Square portion. Neighborhood Stewardship Comments, 12/2003	Dena Gazin 12/17/03
	The continuation of the walkway has been delayed due to an ongoing SPU study of tunneling and daylighting issues surrounding Mapes Creek. Neighborhood Stewardship Comments 12/03	Dena Gazin 12/17/03
Target Completion 2004/0		Estimated Cost \$60,000(O)
Lead Agency/Contact Transportation; Tony Mazzella, 684-0811		Status Completed
		Priority Second

Implementor Transportation**Matrix T-2.4**

Activity *Improving Five Corners- Intersection of 51st, Renton, and Roxbury. Implement one of the following three alternatives (also refer to Figure 23 of the neighborhood plan):*

Alternative A: Establish a system that closes off left-turns onto Roxbury from southbound Renton. Redirect this flow to eliminate cut-through traffic and direct local access to 54th off of Renton, or by continuing on Rainier to 54th or 57th.

Alternative B: Design and build a 'Roundabout' at this intersection to feed all traffic in an even flow to whichever street the motorist desires.

Alternative C: Establish traffic calming with designated lanes, new signalized intersections, and allowance for maintaining left turns onto Roxbury.

T-2.4: 1 of 2**Sub-Activity** Install traffic calming circle at north end of Wabash Street at Rainier

Sub-Act Comment(s)	Project status changed from Not Started to Completed. SDOT reports that a curb bulb has been built at this location and no other traffic calming devices can be installed.	Jason Wachs 08/22/05
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2004 Priority Summary: A curb bulb has been built at this location.

Dena Gazin
09/09/04

A curb bulb has been built at this intersection; see next sub-Activity for details.

Tony Mazzella
02/25/04

Target Completion

Estimated Cost 40,000(O)

Status Completed

Lead Agency/Contact Transportation; TBD,

Priority Fourth

T-2.4: 2 of 2

Sub-Activity Design and build a roundabout at Roxbury

Sub-Act Comment(s) Project status changed from Not Started to On-Hold. Project is suspended.

Jason Wachs
08/22/05

2004 Priority Summary: Seattle Dept. of Transportation (SDOT) has applied for a grant to pay for this project. To date, no funds are currently available.

Dena Gazin
09/09/04

Target Completion

Estimated Cost N/A

Status On-Hold

Lead Agency/Contact Transportation; Amy Patton, 684-5013

Priority Third

Implementor KC/Metro

Matrix C-1.1.4

Activity *Local Circulator System. Implement one and/or all of the following alternatives to ensure successful and efficient local access to the transit station:*

- South Henderson Street Trolley. Explore potential and feasibility of developing a state-of-the-art trolley line to travel on South Henderson Street from the light rail station to points south and/or north along Rainier Avenue South.

- East-West Circulators. Provide local circulator buses (in the future using alternate fuel systems) to connect community members to rail system.

C-1.1.4: 1 of 1

Sub-Activity Develop a local circulator system to move people from Rainier to the light rail station at MLK

Sub-Act Comment(s) To accomplish this plan goal Seattle's Transit Plan (September 14, 2005) has identified Henderson Street from MLK to Rainier Ave. South and the entire length of Rainier Ave. South as a "Definite Urban Village Transit Network (UVTN)." A local UVTN line is definitely needed based on existing development and/or Urban Village strategy. Local UVTN lines stop about every four blocks. This is meant to act as a circulator system to the planned Light Rail Station at MLK and South Henderson Street. No trolley is currently planned for South Henderson, but frequent bus service will be given a priority in this area as Light Rail is built. The following text is taken from Seattle's Transit Plan and describes its purpose further.

Jason Wachs
11/01/05

Develop and Implement Seattle's Future Transit Network:

Develop, map, and implement Seattle's future transit network; the transit system needed to connect neighborhoods and support growth. The transit network is called the Urban Village Transit Network (UVTN) or Seattle Connections. It represents the backbone of the City's transit system, carrying its highest concentrations of transit trips. It means managing Seattle's streets so that the combination of King County Metro buses, the monorail, light rail, and streetcars provides frequent and reliable service at least every 15 minutes, 18 hours a day, seven days a week in both directions. Seattle Connections (or UVTN) service will be fast and reliable. It is important to establish this network to support the City's land use plans, i.e. urban

village strategy. SDOT will play a major role in helping the UVTN achieve desired speed and reliability.

Seattle Transit Plan (September 14, 2005) - <http://www.seattle.gov/transportation/transitnetwork.htm>
In October 2004, SDOT completed a review draft of the first Seattle Transit Plan. This document has since been revised to reflect comments received from the City's partner transit agencies, other City staff and the public.

The updated Summer 2005, final draft Seattle Transit Plan is now available. It is the basis for transit strategies in the proposed Transportation Strategic Plan update.

SDOT will use the Seattle Transit Plan to:

- Help coordinate our partner transit agencies' planning activities
- Develop transit service and capital investment recommendations for elected officials and our partner transit agencies
- Make commitments to operate certain arterials so they provide a minimum acceptable level of speed and reliability for transit (assuming minimum acceptable service frequencies and span of service exist or will exist)
- Generate more transit funding to support growth in Seattle and the region.

Like the Transportation Strategic Plan, the Seattle Transit Plan is focused on getting Seattle moving. It does this by addressing the following issues:

- Key Transit Corridors Connecting Urban Villages - Seattle Connections
- Key Transfer Points in Major Activity Centers
- Criteria for Evaluating Technologies
- Transit Quality of Service Measures
- Transit Priority Treatment Toolbox

- Service Investment Needs

CHAPTER 3: MAKING GOOD CONNECTIONS

As stated previously, the purpose of this Plan is to make it possible for Seattle to have a transportation system, specifically a transit network that will support its growth management strategy. It describes an Urban Village Transit Network or UVTN with a supporting Secondary Transit Network or STN to serve the city's urban villages and neighborhoods.

Building the Urban Village Transit Network:

How can the City encourage denser, transit-supportive development in areas where transit service is inadequate and/or unattractive? In dense cities such as Seattle, transit quality is a key criterion for land use development, and yet land use is also a key criterion for transit service. The only answer to this chicken-and-egg problem is for the two to occur together through policies that ensure quality transit will be available if land use and street design take certain transit-oriented forms. Dense, transit-oriented development is the rule in Seattle's comprehensive planning, as demonstrated through the City's urban village strategy. To support this concept, Seattle must build an Urban Village Transit Network that will be the backbone of the City's transit system and carry its highest concentrations of transit trips¹⁷.

The UVTN will consist of all transit lines (regardless of mode or operating agency) that operate at least every 15 minutes all day for at least 18 hours every day in two directions. The 15-minute headway represents the point at which you no longer need to consult a schedule to use the service. It also permits transfers to be

made rapidly even without timing of connections. For these reasons, the threshold frequency of 15 minutes is a point at which the benefits of transit tend to grow exponentially.

Metro's Six-Year Transit Development Plan for 2002-2007 was last updated in the Fall of 2004.

The Six-Year Plan Objectives (2002 to 2007) include:

The transit system is expected to serve a wide variety of travel markets and a diverse set of users.

Commute, shopping, recreation, student, and social service trips are among the markets served. Services are designed within limited resources to balance and accommodate as many of these needs as possible, necessitating choices when needs compete. This plan directs the transit system to serve new and expanded markets, maintain quality service for established markets, and over time, improve ridership and cost-effectiveness. This plan pursues system development strategies that are consistent with the following objectives for the six-year period from 2002-2007. The strategies set forth in this plan are derived from these objectives and are designed to result in measurable progress towards achieving these objectives and the long-range vision. The following describes the objectives of the plan for 2002 to 2007, which emphasize four policy areas from the Long-Range Policy Framework (LRPF).

2004 Priority Summary: General transit coordination work is on-going. The city-wide Transportation Strategic Plan (TSP) and King County Metro's 6 Year Update will be completed this year. Eric Tweit
04/06/04

"Some informal discussion with Metro has occurred. Will need to be given further priority when the light rail system is closer to becoming a reality." From Rainier Beach neighborhood plan priorities for 2004 Dena Gazin
12/18/03

Target Completion	2006/0	Estimated Cost	N/A	Status	In-Progress
Lead Agency/Contact	KC/Metro; Rob Fellows, 684-1449			Priority	Fifth